



Emissions Control Systems

ADEC I System

ADEC II System

LEV2 Hybrid PM Catalyst

MaxTrap Active PM Filter

ADEC-II SCR/DPF System



Extengine's new urea-based ADEC-II SCR system is a logical extension of Extengine's ADEC-I system. It incorporates NOx sensors that continuously adjust the amount of urea needed to maintain optimum NOx reduction in mobile applications.

This "plug-and-play" ADEC-II System does not require extensive engine mapping for each engine application. The ADEC-II system also includes the MaxTRAP actively regenerated diesel particulate filter. The ADEC-II system has been demonstrated to have in excess of 85% NOx efficiency during in-lab dynamometer testing according to the US EPA Transient Test Procedure. ADEC-II is now being testing in several demonstration and verification programs.

The components of the ADEC-II system are manufactured in Europe and are used on original equipment engines produced for the European market. Extengine has integrated these systems together into the best retrofit system available for control of diesel engine emissions.

PERFORMANCE – NOx and PM reduction >85% (Level III) over most engine operating cycles.

HIGHLY COST EFFECTIVE – In most diesel retrofit applications it produces the highest level of NOx and PM reduced (80-95%) and lowest cost per ton of combined NOx and PM reduced. ADEC-II is more cost-effective than purchasing new engines, repowers, or converting to alternative fuel operations.

RELIABLE – The ADEC-II System components have been field proven in thousands of OE applications.

DURABLE – The ADEC-II System has a five-year and/or 150,000-mile warranty. This compares favorably to warranties offered for other less effective retrofit products.

REDUCTANT AVAILABILITY – The ADEC-II System injects urea to create the reactions to reduce NOx. Accordingly, the urea must be replaced periodically. This represents an additional, although relatively minor expense to the fleet owner. Urea is readily available through established dealers and distribution channels, including Extengine.

SAFETY – The ADEC-II System operates precisely in mobile transient conditions. Urea is a non-hazardous material and an ammonia slip catalyst destroys any residual ammonia in the exhaust gas. Sensors monitor the system and warn the driver of system malfunction and excessive backpressure buildup.

INDEPENDENT – The ADEC-II system is independent of the existing sensors and engine controls.

PARTS AVAILABILITY – Off-the-shelf component parts are readily available

FLEXIBILITY – The ADEC-II System can be used in conjunction with its PM filter

(MaxTRAP) or other PM traps/filters or DOCs

REGULATORY COMPLIANCE – ADEC-II allows fleet owners to comply with federal, state, and local clean air regulations for PM and NOx reduction

MERCs – Fleet owners may be eligible for mobile emission reduction NOx credits



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